Attica Bridge
(Caas County Bridge 158)
Spanning Deer Creek on County Road 500 East
Young America Vicinity
Casa County
Indiana

HAER No. IN-60

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Hiatoric American Engineering Record
Mid-Atlantic Regional Office
National Park Service
U.S. Department of the Interior
Philadelphia, Pennaylvania 19106

HISTORIC AMERICAN ENGINEERING RECORD

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Attica Bridge
(Cass County Bridge 158)

HAER No. IN-60

Location:	Spanning Deer Creek on County Road 500 East, 15 miles southeast of Logansport, Indiana, and 2.5 miles north of State Road 18 Young America vicinity, Cass County, Indiana. UTM: 16.560920.494000 Quad: Young America, Indiana
Date of Construction:	1904
Builder:	Attica Bridge Company of Indiana
Present Owner:	Cass County
Present Use:	Vehicular bridge
Significance:	The Attica Bridge is the oldest, all-riveted and shortest steel through Parker truss existing in Indiana today. It was built by the Attica Bridge Company, a prolific Indiana firm of that time.
Project Information:	This documentation was undertaken in November 1989, in accordance with the Memorandum of Agreement by the Cass County Board of Commissioners and the Indiana Department of Transportation as a mitigative measure prior to the replacement of the bridge.

The Attica Bridge (Cass County Bridge 158) is unusual in several ways. It is the oldest, all-riveted and shortest steel through Parker truss existing in Indiana today. This bridge was built by the Attica Bridge Company of Attica, Indiana, in 1904 for $7,390.00 and is one of two remaining Parkers (and one of eight remaining bridges) built by this once-prolific Indiana firm. The bridge is considered transitional, since it is riveted but with turnbuckles; a long span pattern for a short distance and using light, not always braced members. The Attica Bridge, owned by Cass County, is a single span, all riveted Parker truss. Intermediate verticals, fabricated from a single and modest size of laced channels, divide the 121-foot-long structure into eight panels. Like most Parkers, the slope of the top chord varies by panel. Angles riveted to stayplates serve as diagonals from top to bottom panel points, towards mid-span. They re countered in the four most central panels by cylindrical eyebars with turnbuckles. Riveted to gussets below the lower chord, I-floor beams support the concrete deck with its 16-foot-wide roadway and 14 foot 6 inch vertical clearance. No sway bracing is provided for the floor beams. The substructure features concrete abutments and wingwalls. The maximum and only span length is 119 feet. The bridge retains its original members including its decorative triple "X" latticed guard rails. The guard rails are latticed, with each diagonal member crossing three other members. Other county bridges feature a single "X" pattern in the guard rail.

No historic photographs or documentation of the bridge (plans, drawings or designer) were found. The existing north bridge plaque identifies the following county officials and their respective titles in 1904:

T. A. McGovern	Commissioner
J. H. Fickle	Commissioner
R. M. Elliott	Commissioner
W. A. Osmer	Engineer
O. C. Gard	Auditor

The existing steel on the bridge is heavily rusted with the majority of the rust being laminated. The existing concrete abutments and wingwalls are cracked and leaching, as is the concrete deck. The asphalt overlay on the deck has probably contributed to the extreme deterioration of the concrete deck.

Available activities at this historic property include sightseeing, fishing, and possibly swimming. Only sightseeing is related to the historic nature of the bridge (by individuals stopping to view the bridge in its setting).

In the late nineteenth-early twentieth century, Cass County developed a grid system for the transportation network. For almost every mile north to south and east to west throughout the country, a road was constructed. When a road encountered a waterway, a bridge was constructed, thus improving access for the motoring public. Such was the case for Attica Bridge. No other special or unusual situations or personal figures existed that caused the bridge to be built at this location. Local and regional economic and social conditions were not significantly affected by the construction of any one bridge in this part of the county. However, collectively, the Deer Creek bridges provided shorter travel distances, thus decreasing trip time and costs for travellers, farmers and, later, motorists in the southern portion of Cass County and surrounding counties to the south.

BIBLIOGRAPHY

Bridge Nameplate

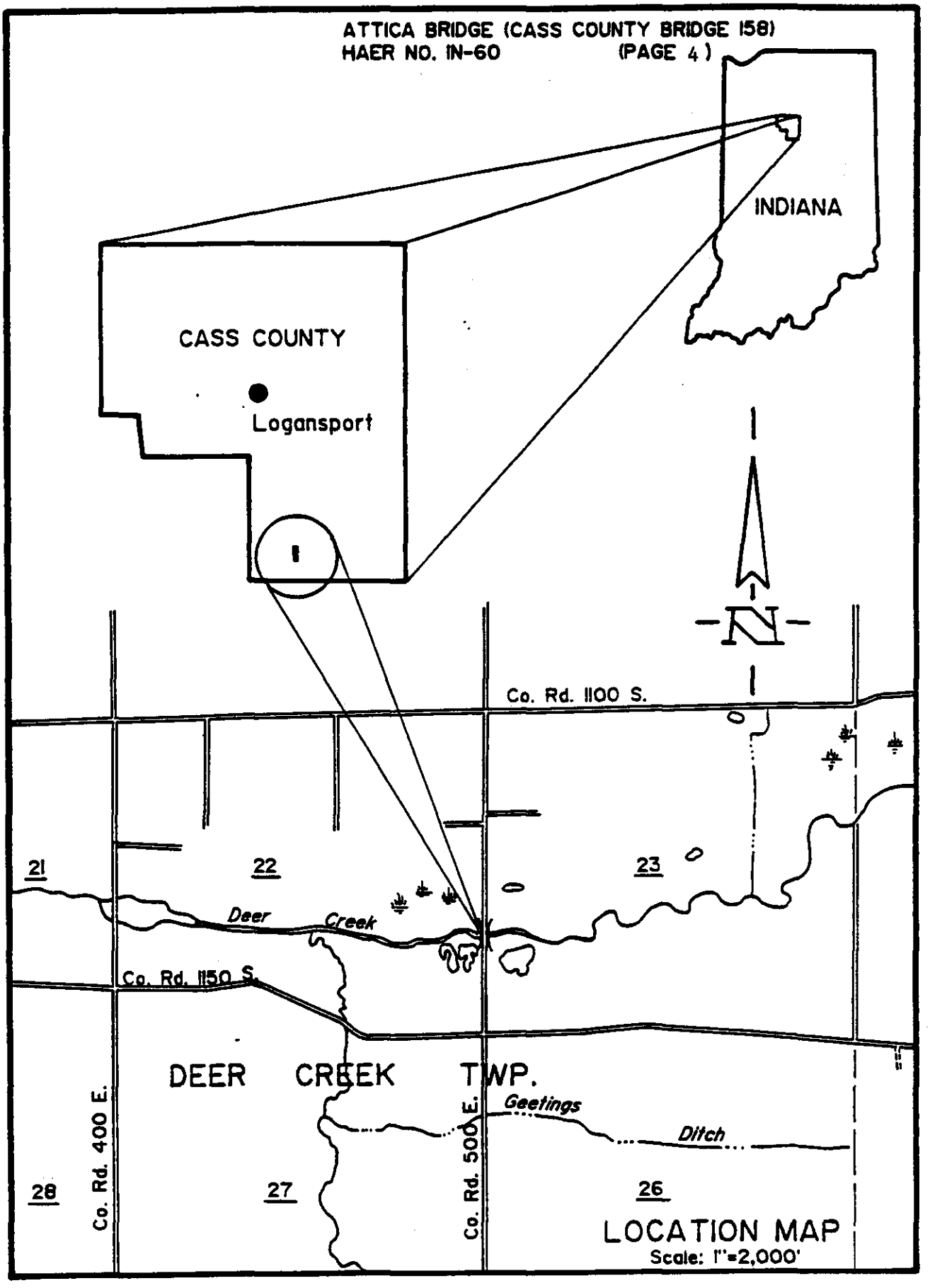
Butler, Fairman and Seufert, Inc. Bridge Inspections/Reinspection Report: Cass County. Indianapolis 1973, 1979, 1984

Indiana Historic Sites and Structures Inventory, Cass County: Interim Report. Indianapolis, 1984, p. 88.

Cass County Commission Records

Cass County Historical Society

Engineering News, LI, June 23, 1904, Supplement, p. 477


INDIANA
CASS COUNTY
Logansport
N
Co. Rd. 1100 S.
21
22
23
Deer Creek
Co. Rd. 1150 S.
DEER CREEK TWP.
Co. Rd. 400 E.
Co. Rd. 500 E.
Geetings Ditch
28
27
26
LOCATION MAP
Scale: 1"=2,000'